

From: fukunori_ito@mta.mx.toyota.co.jp. Sent: 8/8/2007 11:02 PM.
To: [-] William_de_Manincor/TMS/Toyota%Toyota%TMCE@mx.toyota.co.jp.
Cc: [-] oba_ck@nt02.ck.toyota.co.jp; sogata_ck@nt02.ck.toyota.co.jp; michiteru_ck@nt02.ck.toyota.co.jp; Jim_Wimmer/TMS/Toyota%Toyota%TMCE@mx.toyota.co.jp; Michael_Collinsworth/TMS/Toyota%TOYOTA%TMCE@mx.toyota.co.jp; Shigeyuki_Tomizuka/TMS/Toyota%Toyota%TMCE@mx.toyota.co.jp; Kenzo_Nishiwaki@toyota.com; yutaka_atsumi@mta.mx.toyota.co.jp; hiroyuki_okawa_o@mta.mx.toyota.co.jp; CTinto@tma.toyota.com.
Bcc: [-]
Subject: Fw: URGENT - NHTSA to Upgrade ES350 Floor Mat Investigation.

Hello Bill-san

CADD were informed a captioned issue by TMA Mr. C. Tinto via Oba-san JCQE, TMC today.
CADD just inform you of it now.
NHTSA will request TMA to submit some concerns within a few days.

Best Regards,

Frank <Fukunori> Ito Quality Group
TMC CADD Engineering Administration Dept
Tel 0561-74-4665 Ext. 8-41-4665
Fax 0561-74-4966 Ext. 8-41-4966
E-Mail ; Fukunori_ito@mail.toyota.co.jp

----- 転送者: Takezo Oba/HINPO/TMC0 転送日: 2007/08/09

13:19 -----

Shinichiro Ogata

2007/08/09 08:47

宛先: Takezo Oba/HINPO/TMC0@TMC0

cc:

件名: URGENT - NHTSA to Upgrade ES350 Floor Mat Investigation

----- 転送者: Shinichiro Ogata/HINPO/TMC0 転送日:

2007/08/09 08:44 -----

CTinto@tma.toyota.com on 2007/08/09 06:00:55

宛先: jiyunji_ogata@mail.toyota.co.jp, michiteru_ck@nt02.ck.toyota.co.jp

cc: George_Morino%TOYOTA__NY@tma.toyota.com,
Dave_Zellers%TOYOTA__NY@tma.toyota.com,
Kirk_Forsht%TOYOTA__NY@tma.toyota.com,
shinichiro_ogata@mail.toyota.co.jp, KRo@tma.toyota.com,
CMullen@tma.toyota.com, AKanatani@tma.toyota.com,
CSantucci@tma.toyota.com, DRobertson@tma.toyota.com,
hkato@tma.toyota.com, MSuzuki@tma.toyota.com

件名: URGENT - NHTSA to Upgrade ES350 Floor Mat Investigation

FYI - I just received a "heads up" call from NHTSA regarding the agency's intention to upgrade the Preliminary investigation (PE07-016) into the Lexus ES350 All Weather Floor Mats to an Engineering Analysis (EA).

After reviewing Toyota's submission of June 11, as well as its own independent testing and field evaluation of incidents, the agency believes that it should upgrade based on the severity of the incidents (i.e. some high-speed, wide-open-throttle complaints), coupled with its latest count of 40 complaints, 8 crashes and 12 injuries.

Although NHTSA recognizes the efforts we have already made to alert dealers and owners of the potential interference issue (when the mats are incorrectly stacked), NHTSA also believes the design of the floor mat itself (weight, cut, fit) lends itself to causing unintended pedal application even when the mat is not stacked. In further conversation, although the agency can not legally 'prescribe' a fix, they felt that slightly modifying the existing mat may help alleviate the problem.

I expressed our appreciation for the heads up, as well as encouraged future close dialogue to attempt to come to a mutually acceptable solution.

We will forward the resume as soon as it becomes available, and at that time we will also try to find out when this is likely to become public, to gauge timing constraints for Q&A preparation.

Best Regards,
Chris

Chris Tinto

Vice President, Technical and Regulatory Affairs, Safety
Toyota Motor North America, Inc.
601 13th St. NW
Suite 910 South
Washington, DC 20005
Phone (202) 463-6824
NEW CELL NUMBER - (202) 412-7822
email: Chris_Tinto@tma.toyota.com